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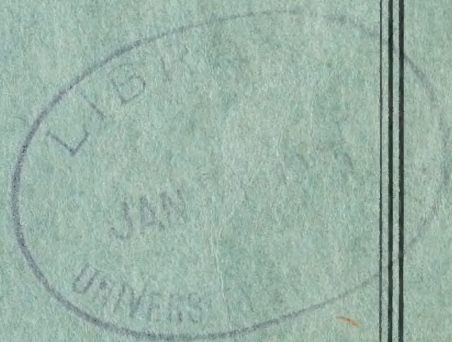
Hon. Charles Stewart, Minister

W. W. Cory, C.M.G., Deputy Minister

NORTH WEST TERRITORIES AND YUKON BRANCH

O. S. Finnie, Director

LOCAL CONDITIONS
IN THE
MACKENZIE DISTRICT
1922



F. A. ACLAND
Printer to the King's Most Excellent Majesty
Ottawa
1923



Map of the Mackenzie District, North West Territories.

DEPARTMENT OF THE INTERIOR
HON. CHARLES STEWART, *Minister* W. W. CORY, C.M.G., *Deputy Minister*
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By J. F. MORAN



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LIST OF ILLUSTRATIONS

| | PAGE |
|--|------|
| Frontispiece—Map of the Mackenzie District, North West Territories..... | 2 |
| Mission cattle, Salt River Farm..... | 8 |
| Mission School, at Hay River..... | 9 |
| Mission School, Providence..... | 10 |
| Midnight sun, Mackenzie delta..... | 12 |
| Eskimo women, Aklavik..... | 13 |
| Stand of spruce timber, Imperial Oil Company's camp, Bear island, Mackenzie river | 16 |
| Hospital, Fort Smith..... | 17 |

LOCAL CONDITIONS IN THE MACKENZIE DISTRICT, N. W. T., 1922

J. F. MORAN

THE TRIP FROM EDMONTON TO AKLAVIK

Edmonton, the capital of Alberta, is so situated as to make it the natural base depot of the country lying to the north and west. All travellers to the north must break their journey here for the transaction of business pertaining to supplies and transportation.

For those intending to proceed down the Athabaska, Slave and Mackenzie rivers, the natural route of travel would be via the Alberta and Great Waterways railway, passing through Lac La Biche and arriving at Waterways, the end of steel. Waterways, which has been built within the last year, is situated on the left bank of the Clearwater river at a point about eight miles above its confluence with the Athabaska river at McMurray. This is the present transfer point for freight and passengers from rail to river boat.

McMurray is an old Hudson's Bay Company post, situated on the right bank of the Athabaska just above the mouth of the Clearwater. It has played an important part in the development of the north; has to-day a population of approximately five hundred people and is the present district headquarters of the Hudson's Bay Company.

In this vicinity there are large deposits of bituminous sands. A good deal of time and money has been spent on determining their extent and in experimental work on processes of extraction which would make them commercially valuable. They are now emerging from the experimental stage to that of production and those interested are most optimistic as to the final outcome.

The steamer trip from Waterways to Fitzgerald has scenic attractions and should, when better known, become a popular tourist route. This may also be the case with the continuation of the trip down the Slave and Mackenzie rivers to the Arctic.

Leaving McMurray the next settlement is the Hudson's Bay Company post, Fort McKay, small but prettily situated on the left bank of the river about 35 miles below McMurray. Up to now, the only local activity has been in the fur trade—marten, mink, fox and muskrat being the chief furs of this area.

Between Fort McKay and Chipewyan are situated a number of small fur traders' and trappers' camps. The scenery at the west end of lake Athabaska is especially attractive. Chipewyan is one of the oldest and most important of all the fur-trading posts in the north. It was from this point that Alexander Mackenzie set out in the spring of 1789 on his historical trip down the Mackenzie. It is located on rock (red granite) and commands a beautiful outlook of spruce-covered rocky islands dotting lake Athabaska.

Leaving Chipewyan the steamboat channel passes through the delta of the Peace river, the banks being extremely low and the lands marshy. There are two main channels leading to the head of the Slave river, known as the Rocher and Quatre Fourches. The former is the more direct, but owing to rapids it is not always navigable at low water, particularly when travelling up stream. Commencing at the Upper Slave river the country is still low and flat, but the rocky islands and shores enliven the scenery.

Ninety miles below Chipewyan lies Fitzgerald, situated at the head of a series of rapids, which extend for 16 miles and form an absolute barrier to navigation. Freight and passengers are transferred to Fort Smith, N.W.T., across a portage sixteen miles long. The boundary line (60 degrees north latitude) between Alberta and the North West Territories, is crossed on the trip along this portage. The southern half of the portage lies in a heavy clay formation, which militates against the maintenance of good roads, transportation during the rainy weather being seriously interfered with by trail conditions. The northern half, however, runs through a series of sandy jack pine ridges where fairly good roads are easily maintained.

Fort Smith, the Government provisional headquarters for the Mackenzie district lies at the southern end of the only operating line of travel to the north, and is a rendezvous during the summer season not only for officers of the different fur trading companies, but also for numerous groups of miners, traders, explorers and sightseers, their stay at this point being more or less prolonged by the loading of supplies, the launching of boats and scows and in making



Mission Cattle, Salt River Farm

arrangements for the last stage of the trip. The transportation of merchandise and small boats across the portage connecting Fitzgerald and Fort Smith, takes a considerable time and is enjoyed by everyone, as it is the only change from river boat travel between Waterways and Aklavik. The rapids which make this portage necessary may in the future develop power for all local purposes.

Fort Smith has a population of about two hundred persons, who are fortunate in having a modern and well equipped hospital, conducted under the auspices of the Roman Catholic Mission and operated by the Grey Nuns of Montreal.

To the east of Fort Smith lies a country drained by the Rocky or Hanging Ice river and containing many lakes well stocked with white fish and trout. This district is frequented during the winter by Indians in quest of fish. Moose and caribou, besides lynx, marten, mink, fox and muskrat abound, nor is the district without promise of future mining activity.

The country most favoured by the Indians is that to the west and north-west of Fort Smith, which has from time immemorial been their hunting ground. The soil presents a sandy appearance, but is rich in humus and could

be readily cultivated. Twenty-five miles west of the Fort and beyond a line of swamps is the prairie region of the Salt river. Here the Catholic Mission has established a farm mainly devoted to the raising of cattle. Five miles beyond the farm, under the foot-hills of the Caribou mountains, occur the valuable springs, which supply salt to many of the northern missions. Beyond this point lie the wood buffalo ranges. The fish caught in the vicinity of the salt spring and from the Buffalo river are of great value to the Indians, both as food for themselves and for their dogs.

From Fort Smith to Resolution the Slave river runs through a flat and swampy country, which, from a tourist's viewpoint, is less interesting than any other part of the trip, but the locality may in time prove the most important source of timber for the country to the north. The only species of tree capable of producing lumber of commercial value from this point northward is spruce, which grows in very considerable quantities along the Slave river and produces lumber of a very fair grade. The average size, so far as observed, can be placed at about fifteen logs to a thousand feet. Two saw-mills are located on this stretch, which can supply almost any class of spruce lumber required for building or mining purposes.



Mission School at Hay River

Slave river enters Great Slave lake through quite an extensive delta. There are a number of channels, two of which are navigable by river steamers and several others by smaller craft. The lake itself is comparatively shallow and is subject to sudden and violent storms. River boats are frequently delayed for a considerable time awaiting an opportunity to cross, so that an exact schedule of travel is impossible.

On Little Caribou island, at the mouth of the north arm of Great Slave lake, the Aurous Gold Mining Company is doing development work on a large gold-bearing quartz ledge. Owing to the difficulties of transportation, their work has been seriously handicapped, but they are optimistic as to future results.

Resolution is situated about ten miles southwest of the central steamboat channel and is another typical trading post, at which all the established companies are represented. A large boarding-school is located here under the control of the Roman Catholic Mission. About fifty miles southwest of Resolution large deposits of lead zinc ores have been discovered, and a fair amount of development work has been done with a view to establishing their extent and value.

About eighty miles west of Resolution, at the mouth of Hay river, is situated Hay River post. This is a comparatively small fur post, but is also the location of a boarding school conducted by the Anglican Mission. It is noted for the fine garden in connection with the school. Owing to local climatic conditions and the character of the soil, this garden although not the largest is possibly the most productive and most to be depended upon in this district. Sixteen miles up the Hay river a number of locations have been made for petroleum and natural gas, and drilling operations have been carried on during the past summer (1922). From latest reports this work is still progressing, but without definite results as yet.

The Mackenzie river leaves Great Slave lake at a point thirty-two miles northwest of Hay River post. There is no settlement at this point, but a fishing post has been established on Brabant island, located at the entrance to the Mackenzie river, which supplies dried fish for several lower river points.



Mission School, Providence.

Proceeding down stream, the river is broad and shallow and navigation is somewhat difficult. Conditions were materially improved during the past summer by the placing of a series of aids to navigation and by charts prepared under the direction of the Topographical Surveys Branch.

About sixty-five miles northwest of Hay River, Providence is reached. This is a typical fur post with only a small permanent population outside of the Roman Catholic Mission boarding-school, one of the largest in the territory. The general character of the country undergoes a change after leaving Great Slave lake, the banks being materially higher, with gravel and heavy boulders in the wash. In connection with the Roman Catholic Mission is the largest garden in cultivation in the north, yielding as much as 3,000 bushels of potatoes a year and other standard vegetables in smaller quantities.

Proceeding from Providence to Simpson, located on an island at the mouth of the Liard river, the general character of the country remains unchanged. A few miles below Providence the steamboat route crosses Mills lake, which, though not more than twenty-five miles long and ten miles wide, is large enough to develop "sea" conditions rough enough to delay shipping. Simpson, though no longer the headquarters for the fur trade of the north, is still of

considerable importance, being one of the largest posts on the river and a transfer point for passengers and supplies for the Liard and its tributaries. All the fur-trading companies are here represented. It boasts of the most northerly hospital of the district, which is also one of the most modern and best equipped. This is conducted under the auspices of the Roman Catholic Mission and in connection with it are a day school, a large garden and a farm. The Department of Indian Affairs has an agency at this point, a fair sized experimental farm and a small saw-mill. During the past year there was active prospecting for placer gold and quartz, and a number of locations were made on a tributary of the Liard river, known as the South Nahanni. Should these be developed, Simpson might become the most important point in the district.

Proceeding from Simpson to Wrigley the character of the country undergoes a radical change, from low rolling country to groups or ranges of mountains of considerable height marked by a number of well known peaks. The scenery for many miles around is impressive. Justice Creek, located thirty miles above Wrigley, on the right bank, is being prospected for placer gold and sufficient encouragement has been found to warrant further development work. Wrigley is one of the smallest of the northern posts and is chiefly remembered by the traveller on account of the bold mountain rising abruptly from the water on the opposite side of the river.

Proceeding from Wrigley to Norman the character of the country again changes, the mountain ranges receding to a considerable distance from the river. These are, however, continuously in sight and form a strong background to the scenery. In places throughout this stretch the river banks rise from 100 to 400 feet in height. Immediately above Norman, on the right side of the river, outcroppings of coal have been burning since Alexander Mackenzie's first exploration in 1789.

Norman is situated on the right bank of the Mackenzie river, immediately above its confluence with Great Bear river and a steep and rugged mountain "Bear Rock" rises from the water's edge just below the settlement. Here all the fur trading companies are represented and there are also Roman Catholic and Anglican Missions, a Royal Canadian Mounted Police post and a sub-office of the Mining Recorder for the territory. Great Bear river, a beautifully clear blue stream, flows from Great Bear lake into the Mackenzie—a distance of about 90 miles. It is navigable by small boats only, but forms a natural route of travel to the country surrounding Great Bear lake and northeasterly points as far as Coronation gulf. This country is a very important fur area; prospectors, too, are already beginning to find their way towards the eastern end of Great Bear lake.

From a point a short distance below Norman for nearly one hundred miles down stream, the country on both sides of the river is held under lease for petroleum and natural gas. There is a well established trail leading westerly from a point opposite Norman, following the upper waters of the Gravel river and down the headwaters of the Stewart to the Yukon. In winter time the town of Mayo, in the Yukon Territory, can be reached in ten days by dog team.

The next objects of interest down stream are the Sans Sault rapids, situated just below the Carcajou river. These are formed by a rocky ledge projecting from the right bank of the river and reaching almost to the opposite shore. During the higher stages of water, the rapids are navigable by steamboats, but during low water a pitch develops which might prevent a steamboat from travelling up stream. Below this point, the river is wide with high banks, and is full of islands and sand bars, but nine miles above Good Hope it again becomes narrow, flowing for a distance of seven miles between two vertical walls of limestone about 150 feet high. This stretch is commonly referred to as the "Ramparts" and is possibly the finest from a scenic viewpoint along the entire route.

Good Hope, the centre of a large fur area, lies about nine miles south of the Arctic circle. It is essentially a fur-trading post, the only other point of interest being the Roman Catholic church (built in 1865), a very fine building, the interior of which has been artistically decorated.

The next settlement passed is Arctic Red river, a comparatively small fur post, situated at the mouth of a tributary bearing the same name and immediately below what are locally known as the Lower Ramparts. These ramparts are not as outstanding as those above, the walls being poorly defined and the scenery not so imposing.

About thirty miles below Arctic Red River, the delta of the Mackenzie is reached at what is known as Point Separation, a name dating from the time when the party headed by Sir John Franklin divided at this point. A short distance below Point Separation the steamboat routes branch, one going up the Peel river to McPherson; the other proceeding direct to Aklavik.



Midnight sun, Mackenzie delta.

At McPherson, thirty miles up the Peel river, are located the usual fur posts and a large Anglican Mission, which is well organized and maintains a well filled day-school. Wild rhubarb and berries are here found in abundance and some success has been met with in the cultivation of lettuce, cabbage and turnips. Potatoes have not, however, been successfully grown.

From McPherson there are two routes across the divide to the Yukon. By one, a trip of eighty miles overland, brings the traveller to La Pierre House located at the mouth of Bell river, a tributary of the Porcupine, which in turn enters the Yukon some 370 miles below. The other route follows the water and is travelled by canoe. From McPherson the course is along the Peel river to the mouth of the Rat river; this is then ascended to its head, whence after crossing a few lakes, the headwaters of the Bell are reached.

Returning from McPherson to the mouth of the Peel, and turning northward on one of the delta channels known as Aklavik river, the journey to Aklavik is resumed. This river winds through the delta of the Mackenzie, a distance of about sixty-five miles to the settlement of Aklavik. This is the dividing line between the western Arctic and the Mackenzie river trading posts, those in the district being supplied partly by Mackenzie routes and partly by the ocean ships. The settlement has a small population, except during the summer season, but is of especial interest as all conditions appertaining to

topography, people and general living, undergo a radical change. So far, spruce trees up to a diameter of twelve inches at the butt are still to be found but vegetation of all kinds rapidly deteriorates from here north. The natives are no longer Indians, but belong to a branch of the Eskimo race and follow all the coast methods of securing food and clothing and a livelihood.



Eskimo women, Aklavik.

To tourists leaving Fort Smith the latter end of June, the Mackenzie river trip is of much interest, for from this point northward the daylight is continuous and after having crossed the Arctic Circle, one is in the land of the Midnight Sun. Last summer the trip from Edmonton to Aklavik and return was made in thirty-three days.

GOVERNMENT AGENCIES

The Department of the Interior has headquarters at Fort Smith with sub-agencies at Simpson and Norman. The officers at these attend to all matters under the jurisdiction of the department.

The Department of Indian Affairs has agencies at Fort Smith, Resolution, and Simpson, at which points all matters affecting the department throughout the Territory are dealt with.

The Royal Canadian Mounted Police, with posts at Fort Smith, Resolution, Simpson, Norman, Aklavik and Tree River, are in charge of law and order in the territory.

TRADING POSTS

The following trading companies are represented at practically all the settlements within the District:—

1. The Hudson's Bay Company.
2. Northern Trading Company.
3. Lamson and Hubbard Canadian Company.

Each of these maintains its own system of summer transportation, having steamboats on both the lower and upper stretches of the river. In addition to these there are numerous free traders scattered along at various intervals from Fort Smith to Aklavik.

While the actual needs of the white and native population are well served by the posts already established, it is well for intending travellers to bear in mind that no great surplus of essential commodities is carried by them. In the event, therefore, of a sudden influx of prospectors, trappers, or others, care should be taken to arrange for the necessary supplies before entering the territories.

TRANSPORTATION

Up to the present there is no organized system of winter transportation, all those now undertaking winter journeys making their own arrangements. The only method of travel is by the use of dogs. At the various posts along the river a limited number of dog-trains are available and can be hired at a fair rate but as in the case of supplies, should the winter travel materially increase, the local supply of dogs and equipment could not be expected to meet it, and it would be necessary to import both.

For summer travel, including both passenger and freight, the system of transportation is complete. The one route of travel for both winter and summer follows the main watercourse. Each of the following companies operates steamboats in both the lower and upper stretches of the Mackenzie river:—

1. The Hudson's Bay Company.
2. Northern Trading Company.
3. Alberta and Arctic Transportation Company.

The two companies first named handle not only their own freight but act as common carriers for what other business may offer, whereas the last named is a transportation company engaged entirely in the carrying of passengers and freight. Between Waterways and Fitzgerald a semi-weekly service can be relied upon between the 1st June and 1st October. Between Fort Smith and Good Hope at least a semi-monthly service is maintained during the months of July and August. In order to reach McPherson and Aklavik, however, it is necessary to leave Fort Smith about the end of June, each of the above three companies making one trip only to the mouth of the Mackenzie river.

The service on the Liard river can be depended upon, but as only a limited number of trips are made and these in turn depend for their sailing dates upon the delivery of freight from up river, any one contemplating this trip should communicate with the Hudson's Bay Company, or the Alberta and Arctic Transportation Company.

A further service covering the delta of the Mackenzie and extending along the Arctic coast, from Herschel island to Coronation gulf, is maintained by the Hudson's Bay Company, but this, as in the case of the Liard river service, is not operated on a schedule but is governed entirely by circumstances.

The services supplied by all of the above companies are essentially high class, and no one need hesitate to take advantage of them for either business purposes or for pleasure. Each year shows an increase in the number of tourists travelling to the North, and these invariably return more than satisfied with their visit to what has heretofore been an unknown land, but which upon closer acquaintance develops many varied and interesting features.

MAIL SERVICE

From December 1 to April 1 mail is carried by dog-team from McMurray to Aklavik. Between McMurray and Fort Smith a semi-monthly service is maintained, leaving the terminals about the 1st and 15th of each month. From Fort Smith to Simpson the service is a monthly one, while to points north of Simpson two winter mails only are sent.

From June 1 to October 1 a summer service is operated, the mails being carried by the various steamboats. From Waterways to Fort Smith a semi-weekly service may be relied upon while from Fort Smith to Good Hope the service is, as a rule, semi-monthly. Only one regular summer mail is despatched to points north of Good Hope.

During the months of April, May, October and November, including as they do the periods covering the opening and closing of the rivers, no mail service is attempted. The summer service forwards all classes of mail, whereas the winter can only be counted on for first-class and registered matter.

It is hoped that wireless stations will in the near future be installed at several points throughout the territory.

CLIMATE AND AGRICULTURE

Throughout the southern half of the territory the climate varies but little from that of northern Alberta, while the northern half corresponds closely to that of the Yukon. As far north as the Liard river all the hardier varieties of garden products are grown in abundance; oats and wheat mature and several native grasses can be counted upon to supply fodder for horses and cattle.

The chief agriculturists at present operating are the missionaries and those associated with them. The Roman Catholic Mission has a very promising stock farm twenty miles west of Fort Smith, where they have approximately one hundred head of cattle throughout the year from which are supplied all their missions to the north. The other points at which the missions have developed successful farms are Fort Smith, Resolution, Hay River, Simpson and Norman. There is no doubt that the country can be made absolutely self-supporting in respect to beef cattle, fodder and garden products.

Among the surprises met with on the trip along the Mackenzie, one of the most pleasing is the large and beautiful display of flowers at many of the missions and trading posts. Most of the flowers cultivated in southern Canadian gardens appear to lose nothing of their bloom and fragrance when introduced into the far north.

FISH

Fish form the principal article of food for both the people and the sleigh dogs of the north. The quality and quantity cannot be over estimated, and the cold waters of the northern lakes and rivers give a firmness and flavour seldom equalled elsewhere.

Great Slave lake abounds with the most excellent lake trout, white fish and inconnu, and in certain parts with grayling, or as they are locally known, "blue fish." Many of these fish are caught in the Slave river between Great Slave lake and Fort Smith, and in this area a very great number of suckers are taken annually for dog feed; a limited number of pickerel are also found in the Slave river immediately below Smith rapids. In the upper stretch of the Mackenzie river between Great Slave lake and Providence, grayling and pike predominate. From Providence along the entire stretch of the Mackenzie to Aklavik good fisheries have been established at various points, but throughout some stretches fishing has proved unprofitable.

Great Bear lake and Great Bear river, which connects it with the Mackenzie, constitute one of the finest fishing grounds of the North, all of the above species of fish being found in abundance with the addition of a heavy run of herring at certain seasons. The Pacific salmon so numerous on the British Columbia and Alaskan coasts are not found in the Mackenzie waters.

The fish most highly prized for human food are white fish and lake trout, while for the supply of dog food, inconnu, pike and suckers are most commonly used. At present the outlook is that the fish supply is quite adequate to meet the demands of the inhabitants indefinitely.

TIMBER AND MILLING

A fair supply of spruce and jack pine for both lumber and fuel is found throughout the valleys of the Slave and Mackenzie rivers. The wood supply is drawn from both species for the operation of steamboats and for heating and appears to be ample to cover the needs for some time to come.

At present there are five small saw-mills established along the Slave and Mackenzie rivers. These are situated as follows: Two at Grand Detour, situated on the Slave river forty-two miles below Fort Smith, one of which is owned by the Department of the Interior, the other by the Hudson's Bay Company, the first having on hand, and available for sale 120,000 feet board measure, the other possibly an equal amount. Proceeding down stream the next mill is located in the delta of the Slave river near Resolution. This mill is owned by the Roman Catholic Mission. The fourth mill is located at the mouth of the Liard at Simpson and is owned and operated by the Department of Indian Affairs; the fifth and last was erected last fall by the Royal Canadian Mounted Police at Aklavik.



Stand of spruce timber, Imperial Oil Company's camp, Bear island, Mackenzie river

At all these points there appears to be a reasonable supply of timber for logs but to ensure delivery of any large order arrangements should be made well in advance.

MISSIONS

This field is divided between the Roman Catholic and Anglican churches, each being paramount throughout its own sphere of influence. Both have done a wonderfully good work in maintaining hospitals and schools in connection with their churches. Through their influence the natives, in so far as they have been accessible, have become Christianized and the high standard of law and order which prevails throughout the district is largely traceable to their efforts.

SCHOOLS

There are no Government schools at present in the North West Territories but so far as the native and halfbreed population is concerned this has been overcome by the establishment of schools under the direction of the Roman Catholic and Anglican churches.

The Roman Catholic Church conducts boarding schools for both boys and girls at Resolution and Providence, and day schools at Fort Smith and Simpson. The Anglican Church conducts a boarding school at Hay River and day schools at Simpson and McPherson. At other points instruction is given by the representatives of both churches whenever it is found possible to get together the

necessary number of pupils. Owing to the nomadic life of the natives, it is seldom possible to give the children any continuous and systematic education other than in a boarding school.

As a result, at the schools already established children from all parts of the district are to be found. The general practice is, that when children enter any of these boarding schools they remain for a period of from two to five years, without either holidays or a visit to their home settlement. Grants, based on the number of pupils in attendance, are made to these schools by the Department of Indian Affairs as well as by the Department of the Interior. This system appears to fill the present needs of the native population. It is found that a fair proportion of the younger generation have not only taken advantage of the opportunity offered by these schools, but they also appear to have retained and put to good use the knowledge so acquired.

HOSPITALS

There are at present two hospitals in the Mackenzie District, viz., the Fort Smith General Hospital at Fort Smith and St. Marguerite's Hospital at Simpson. They are owned and under the control and direction of the Right Reverend Bishop Breynat and the Oblate Fathers. The interior management is in the



Hospital, Fort Smith.

immediate charge of the Grey Nuns of Montreal. Both hospitals are substantial frame buildings of three stories and are well furnished and equipped; operating rooms with modern medical and surgical appliances are provided and fully qualified nursing staffs are in attendance. The Fort Smith Hospital is indebted to Dr. A. L. McDonald, an officer of the Department of Indian Affairs, for his valuable services. His place of residence is at the hospital. The St. Marguerite's Hospital is not so fortunate and it is to be hoped that a medical man will soon be stationed at this point.

It was the pleasant duty of the writer to inspect these hospitals. Great admiration is indeed due to these true Sisters of Charity who endure untold hardships, apart from isolating themselves from civilization and the comforts of home. Trappers, prospectors and natives of the country are and always will be their debtors and evidence of the esteem in which they are held are manifest throughout the territory.

The increased activity in the fur trade and the discovery of oil and minerals has resulted in an influx of trappers and prospectors. The question of increased hospital accommodation therefore naturally arises. The Roman Catholic Mission at Fort Smith has decided to build an addition to the Fort Smith Hospital. The Anglican Church has, it is understood, made arrangements for the erection of a hospital at Aklavik. The services of Dr. P. Doyle, an officer of the Department of Indian Affairs, whose headquarters are at present on Herschel island, will be invaluable to this hospital. The appointment of Dr. W. A. Richardson, of the Imperial Oil Company, as Medical Health Officer for the Norman District has proved a great boon to both the whites and the natives.

POPULATION

The population of the Mackenzie district is said to be about five thousand five hundred, including Whites, Indians, and Eskimos, but it is impossible to obtain figures that are other than approximate. The white people represent a very negligible proportion of the total number and consist mostly of the families of the fur-traders, although there are also missionaries and teachers of the Anglican, Roman Catholic and other denominations, who reside at missions located at intervals of one hundred to two hundred miles along the valleys of the Slave, Liard and Mackenzie rivers.

The native population consists of three types of Indians—Cree, Chipewyan, and Slavic—and of Eskimos. The Eskimos restrict their activities to a strip along the Arctic coast and those who live or trade at posts within the Mackenzie distict are comparatively few in number.

Among the Indian tribes are included the Chipewyan, Caribou-eaters, Yellow Knives, Dogribs, Hares, Beavers, Slaves, Loucheux, Sikannis, Kaskas and Nahannis. The natives live by hunting and trapping. They are considered to be very improvident, but are rather a fine race of men and have retained many of their former characteristics to the present time.

In obtaining a census of the Mackenzie district, the fact that there were perhaps a thousand roving Indians and Eskimos who made temporary headquarters at Aklavik, Kittigazuit, Shingle Point and Reimer River, precluded the possibility of obtaining figures that were other than conjectural.

The Whites and Indians, given by localities, are as follows:—

| Locality | Whites | Indians | Total |
|----------------------------|--------|---------|-------|
| Aklavik.. | 11 | 10 | 21 |
| Arctic Red River.. | 4 | 174 | 178 |
| Baillie Island.. | 15 | — | 15 |
| Good Hope.. | 8 | 358 | 366 |
| Liard.. | — | 207 | 207 |
| McPherson.. | 22 | 261 | 283 |
| Norman.. | 74 | 204 | 278 |
| Providence.. | 72 | 256 | 328 |
| Rae.. | — | 779 | 779 |
| Resolution.. | 173 | 788 | 961 |
| Smith.. | 168 | 237 | 405 |
| Wrigley.. | 5 | 80 | 85 |
| Bernard Harbour.. | 14 | 2 | 16 |
| Hay River.. | 40 | 127 | 167 |
| Kittigazuit.. | 14 | — | 14 |
| Norman Well.. | 23 | — | 23 |
| Reimer River.. | 8 | — | 8 |
| Simpson.. | 50 | 365 | 415 |
| Shingle Point.. | 8 | 6 | 14 |
| | 709 | 3,854 | 4,563 |

By taking the total of this census and by combining it with the estimated number of nomadic Indians and Eskimos, it will be perceived that the figures given before as 5,500 can be credited and will, perhaps, be substantiated by subsequent returns.

TABLE OF DISTANCES.

The following distances relating to the various routes are fairly accurate and may be taken as temporary standards:—

EDMONTON TO FORT SMITH

(via Peace River route)

| | Miles. |
|---|--------|
| Edmonton-Peace River, via Edmonton, Dunvegan and British Columbia Railway | 312 |
| Peace River-Vermilion chutes.. | 300 |
| Vermilion chutes portage.. | 4 |
| Vermilion chutes-Fitzgerald.. | 275 |
| Fitzgerald-Fort Smith portage.. | 16 |
| Total.. | 907 |

EDMONTON TO FORT SMITH

(via McMurray route)

| | |
|--|-----|
| Edmonton-Waterways via Alberta and Great Waterways Railway.. | 296 |
| Waterways-Chipewyan.. | 201 |
| Chipewyan-Fitzgerald.. | 90 |
| Fitzgerald-Fort Smith portage.. | 16 |
| Total.. | 603 |

EDMONTON TO FORT SMITH

(via Athabaska Landing—old route)

| | |
|---|-----|
| Edmonton-Athabaska Landing, via National Railways.. | 95 |
| Athabaska Landing-McMurray (Athabaska rapids).. | 252 |
| McMurray-Chipewyan.. | 192 |
| Chipewyan-Fitzgerald.. | 90 |
| Fitzgerald-Fort Smith portage.. | 16 |
| Total.. | 645 |

FORT SMITH TO AKLAVIK

(Mackenzie river steamers)

| | |
|--|-------|
| Fort Smith-Resolution.. | 203 |
| Resolution-Hay River.. | 75 |
| Hay River-Providence.. | 78 |
| Providence-Simpson.. | 156 |
| Simpson-Wrigley.. | 152 |
| Wrigley-Norman.. | 150 |
| Norman-Good Hope.. | 170 |
| Good Hope-Arctic Red River.. | 220 |
| Arctic Red River-McPherson.. | 65 |
| McPherson-Aklavik.. | 100 |
| Total.. | 1,369 |
| Simpson to Liard-Liard River—total.. | 200 |
| Resolution to Rae-Great Slave Lake—total.. | 125 |
| Aklavik to Herschel (via Mackenzie delta and Arctic coast)—total.. | 125 |

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Northwest Territories
Affairs, Bureau of
Local conditions in the
Mackenzie district 1922

| DATE. | NAME OF BORROWER. |
|------------|------------------------------|
| June 17/48 | Thos B. Stewart - 25 Sept 19 |
| 19 Jan/53 | Wm. J. J. J. J. J. |
| Jan 23 | P. J. J. J. J. J. FEB 6 1957 |
| Jan 17/77 | J. J. J. J. J. J. |

